

OFFICE OF CIVILIAN DEFENSE
WASHINGTON, D.C.

CIVIL AIR PATROL

TRAINING DIRECTIVE)
NO. 33)

NATIONAL HEADQUARTERS
WASHINGTON, MARCH 12, 1943

Subject: Airport Security Unit

To: All Wing Commanders

1. General.

Civil Air Patrol was created for the purpose of utilizing available qualified persons and equipment to assist in any way possible the successful prosecution of the war. Through the months Civil Air Patrol has been in existence the membership has endeavored to improve their skills, to train and become proficient in skills and procedures with which they were unfamiliar. There is one vital need that so far has been given only partial attention, and that is the matter of Airport Security. With that thought in mind it is now the desire of this Headquarters that the various Wings establish "Emergency Airport Security Units" to the end that they may be of service should the need arise, and by the proper preparation and training of these Units, enlarge the scope of service Civil Air Patrol is prepared to give.

2. In the event of emergency, the "Unit" should be prepared to perform any of the following functions: Provide adequate armed guards at any given airport location; to quickly render a landing area unusable by hostile aircraft; to properly remove wreckage and debris from the landing area; to make adequate emergency repairs on runways or landing surface, such as filling in bomb craters, washouts as a result of flood, etc.; to provide an emergency fire service for the extinguishing of fires in aircraft, buildings, or airport appurtenances; to provide adequate First-Aid; to properly direct the dispersal of aircraft on and around the landing area; to render aircraft temporarily unserviceable, without damaging the aircraft; to furnish adequate protection of gasoline facilities, water systems, and communications, and to set up emergency communications in event of the failure of established communications; to properly handle and police the public in the event of the evacuation of an area; be prepared to move into a given area, either by air or ground transportation.

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3. Equipment.

Such Units should be equipped with hand tools and equipment that might be necessary to perform any of the above functions, together with at least one truck of adequate size and nature to transport such equipment.

4. Personnel.

It is recommended that each Unit be composed of one "Emergency Unit" Commander, and two Assistant "Emergency Unit" Commanders, a Transportation Officer, in addition to fifty (50) enlisted personnel. Enlisted personnel to include a First-Sergeant, three Sergeants, and four Corporals.

5. Training.

So many phases of training would necessarily have to be incorporated into such a Unit as to make it readily apparent that the entire project must be one of cooperation and understanding locally. The diversity of the needs of such a Unit is such as to make a clear-cut standardized form of instruction almost impossible. All members of the Unit should be proficient in the procedures outlined in the Text "Interior Guard Duty". Methods for providing adequate barricades would necessarily have to be developed locally. It is pointed out that the driving of cars, trucks, tractors, or any other mobile equipment on to the landing area in a manner where it is so spaced as to make it impossible to land or take off an airplane without striking an obstacle, would be adequate; instruction in the making of emergency repairs to landing areas should be carried on under the supervision of men with some engineering ability and experience. It is pointed out that a bomb crater or washout improperly backfilled, can be just as great a hazard as the crater or washout itself. The training in fire-fighting should be carried out under the instruction of men entirely conversant with the problems of fighting fire. Each member of the Unit should demonstrate his proficiency in the art of First-Aid. Instruction in the rendering of aircraft temporarily unserviceable should be carried out under the supervision of licensed aircraft and engine mechanics. In making provision for adequate protection of gasoline, water and communication facilities, it will be necessary to devise proper methods and procedures locally, dependent upon each individual condition and situation. Instruction in the proper handling of the public should be carried on under the supervision of Police Officers and Sheriffs, and the entire plan should be so cooperatively arranged as to make the Unit one of the first necessities in the event of emergencies. The entire training of the Unit must be such as to instill teamwork within the Unit and to avoid lost motion and working at cross purposes.

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Each Wing Commander should ascertain the needs within his particular Wing, as to numbers of such Units as might be necessary by determining the number of non-military airports within his Wing, and so placing each Unit as to be in a strategic position to render adequate protection.

By direction of National Commander JOHNSON:

Sheldon B. Steers
SHELDON B. STEERS
Major, Air Corps
Training Officer

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[Handwritten signature]

TO DIRECTOR, FBI (100-374301) FROM NEW YORK (100-100000) 1P

RE NEW YORK TELETYPE TO BUREAU, OCTOBER NINE LAST, AND BUREAU TELETYPE TO NEW YORK, OCTOBER TEN LAST, RE: JAMES EARL RAY, AKA; ALLEGED ATTEMPT TO OBTAIN PASSPORT FOR TRIP TO EUROPE; ALLEGED ATTEMPT TO OBTAIN PASSPORT FOR TRIP TO EUROPE; ALLEGED ATTEMPT TO OBTAIN PASSPORT FOR TRIP TO EUROPE.

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